

Recognized Authority on
Connellsville Coke Trade.

The Weekly Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL 40, NO 22

CONNELLSVILLE, PA., THURSDAY MORNING DECEMBER 7, 1916

EIGHT PAGES.

Prices and Prospects.

OT FURNACE COKE AGAIN RISES TO \$8, AT WHICH FIGURE SALES ARE BEING MADE

**e Transactions are Light
Compared to Those of
Six Weeks Ago.**

NEW FURNACES TAKE CHANCES

h the Spot Market for First Half
Ithough Some are Disposed to Bulk
Contract at a Price Between \$4 and
\$5; Operators Think \$5 is Better.

special to The Weekly Courier
PITTSBURGH Dec 6.—Spot furnace
sales have reached \$8.00 per net ton
yesterday at that figure but small producer
is known to have had his December output at \$7.00
per ton. Small sales have been made at
figure. The \$8.00 price was first
offered on October 26 but two days
later sales occurred at \$7.00. Early
November \$8.00 was reacted again
market sagging off more sharply
earlier so that at the middle of
November as low as \$6.00 was done
it was exceptional however as a
fully completed average of the
market through the month shows
an average of \$5.91.

the difference between the \$8.00
ket of six weeks ago and the \$8.00
ket of today is that the former
ket was made when there were
no transactions while the present
ket is made on relatively very
few transactions. The present market
does not benefit the coke trade as
price is obtained only in a small
part of the fact that such a
small producer is known to have
had his December output at \$7.00
per ton.

Black and galvanized sheets are up
so a ton and on steel pipe and
pig iron \$4 a ton has been advanced
in all markets from \$3.00 to \$4.
Steel prices have advanced an
average of \$0.50 per net ton in the past
two weeks against one-half as much
in the preceding weeks. The next
few weeks are expected to show a
trend in the advancing move-

ment. The hold over period as it has
been done in the past several weeks
are again nominal however many
dealers having no open quotations and
waiting each inquiry as a separate
proposition.

Railroad buying has been very
heavy. Since November 1st a balance
of November 15th about a half
million tons of rails have been put on
books for 1918 delivery. Since Aug
ust 1st enough car orders total
200,000 the largest amount of car buy-
ing in such a period for years.

The Steel Corporation's arrival ob-
ligations will probably show an in-
crease of 7,000 tons for November
and its arrival New England and
the Delaware and Hudson con-
nections the New York Central and
the Boston & Albany.

Boston & Albany has a
balance of 3,000 tons for Novem-
ber. The excess of bookings over shipments in
November was chiefly in rail metal
sheets and tin plate and pig iron.

There is heavy buying of shell steel
for delivery in the second half of
1917. The selling for the first half
in last August at \$8 Valley and
one case at a shade less. The
cases would have done well if they
bought their first half coke at the
time they sold the pig iron for
deliveries as they did they found
had sold their pig iron at a low
ket and bought their coke in a
truly high market. Coke oper-
ators who have given an thought to
situation have concluded that they
old ask at least \$8.00 for second
coke seeing that they will have
ake long chances on having suf-
ficient labor and cars to carry out
their obligations while the furnaces
be in good position to pay a suffi-
ciently high price at which
have been selling pig iron
contract market below is quoted
the basis of first half nit second
butness being thus far conjectural.
The market is questionable as fol-

WEEKLY RECORD
of Coke Production and Shipments
to Date

The record of production and output
of the Connellsville and Lower
Cumberland regions for 1916 to date by
weeks is shown in the following
tabulation:

Each week, Dur. Mar. Total. Shipped.

bars \$ 14 \$ 32 Jan. 1 - 14,412 150,766 77,789 343,725
bars 41 4,00 Jan. 15 - 19,154 171,9 4,000 43,631
bars 42 4,00 Jan. 16 - 14,412 150,766 77,789 343,725
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**CLOSE WATCH MUST
BE KEPT AGAINST
COAL DUST AND GAS**

**Is the Advice of a Mining
Engineer of Long
Experience**

SAFETY LIES IN VIGILANCE

**Best Always to Suspect Every New
Drill Hole and Every Dusty Place
as a Source of Danger All Gasous
Mines Should be Found and Closed.**

At the recent meeting of the Seven
teenth Mining District in Pittsburgh
W. C. Fohl the well known mining
engineer gave an address on Coal
Dust and Gases. In tracing the his-
tory of his subject he went no farther
back than to remark that it had its
real beginning in the year 1841 when
the English scientist Faraday stated
the opinion that coal dust aggravated
and intensified explosions of fire damp.
An inquiry into the merits of the
matter indicates it according to him so
that on the Interstate Commerce
Commission has no jurisdiction in re-
gard to the roads carrying the United
States mails would be a sufficient jus-
tification. Of course the roads must
be closed or stop operation but it
would seem that some regulation of
this practice ought to be made.

What the shipper should have is
some assurance that the coal is not
only needed but it has been taken and
that the going price will be paid in
a reasonable time. What he gets
commonly is merely the fact that his
coal is missing and then when he
gets ready to pay for it at its
own price. If that is a proper sort of
bargain then a thing is a bargain.
What it really comes very far short
of ordinary business.

After all the real difficulty is the
lack of some system by which the ship-
per can find out at any time where his
shipment is and why it is delayed or
at least why the later shipment is
enabled to make nearly as much
trouble by going straight to destina-
tion as I get there before the con-
signee begins to look for it. No doubt
the latter case is rare in itself but
it does occur and it will be
regular just the same a day or
two after the shipper is delayed by
the means he is within a day or two
when his consignment would reach
a destination he could afford to wait for
a very slow movement.

BY-PRODUCT OVENS

**Reducing the Pitch of the Coal Short-
age Affecting Their Output**

The slow movement of coal due to
traffic conditions on the railroads is
the effect of greatly reducing the
available supplies of coal as by
product coke ovens plants particularly
in the West.

An official of a by product coke com-
pany in the neighborhood of Cheyenne
says that unless the ovens in that part
of the country can get more coal in
a short time they will have to cut
out in front of them.

The situation in M. Hill is very
acute the producers in that section
are unable to produce more than
one per cent of the tonnage demanded
in their trade. This condition is some-
what aggravated by the fact that
they cannot get sufficient coal to reduce
one per cent general at the oven. As
the extremely high demand is due in
part to the general scarcity of coal
in the market at the same time recogniz-
ing that many companies who stop
as a substitute for coal will want to
use it so that part of the market
will be permanent.

CHECK NEGRO MIGRATION

Southerners Endeavor to Prevent
Blacks Moving to the North

AT MONTA G. Dec. 5 in an effort
to check the widespread migration of
southern negroes to northern indus-
trial centers have joined forces and a num-
ber of meetings which are being held generally
are pointing out that no permanent
gain awaits the average negro in
the north. It is estimated that fully
100,000 negroes already have left the
Southern states since the norward
movement began last summer.

A strong effort of high wages and
easy work made by labor agents in
all parts of the south appear to have
met with a general response from negroes
in all sections. Various rea-
sons have been advanced for the ap-
parent willingness of so many negroes
to leave their homes.

A serious shortage of labor in the
cotton fields next spring and summer
is feared if the exodus continue.

Subscribe for The Weekly Courier
\$1.00 a year in advance.

Was Originally a Military Measure The
Revocation of Which Has Never
Been Sought or Attempted.

Coal shippers are complaining says
The Coal Trade Journal of the method
of the railroads in confiscating coal
in transit in case they may happen to
need it. They say that not only how
hard they may have worked to get a
consignment started to some customer
who may happen to be out they never
know whether it will ever get to him.
Naturally they try to find the place
where it can be stopped. A small ship-
per lately reported six consignments

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THURSDAY MORNING, DEC. 7, 1916.

REMOVING THE DIFFERENTIAL.

The effect of the voluntary action of the Pennsylvania railroads in removing the 15 cent differential on coal shipments from the Connellsville region to Eastern points will be to place the Connellsville region on an even basis with the Fairmont and Westmoreland districts in competing for business. It will no doubt do much to stimulate the coal trade of the Connellsville region operators among Eastern product consumers most of whom have thereto depended upon the West Virginia fields for the bulk of their supply. The natural preference has been for Connellsville coal even at material difference in price but the freight differential has caused the divergence of much of their business to districts more favorably situated for the market. With this handicap removed from the Connellsville it is there ought to be many opportunities for an expansion of coal trade which will more than compensate for the loss in volume of coke trade incident to the recent and prospective growth of the by-product industry.

The success which has attended the efforts of the merchant operators in their partial victory in the fight for more equitable freight rates is largely due to two important factors. In the first place they had justice and equity two rather formidable allies upon their side. That the Connellsville region has been allowed to remain "set apart" between two competing fields in which operations and market conditions and character and uses of product are much the same and compelled to pay 10 cents more for the privilege of marketing its product in the state has been one of the main anomalies and incongruities of the freight rate situation. To this condition as in the first place largely the result of the operator's own choosing. Before the advent of the by-product coke oven and when it was firmly believed that no other would ever supplant bituminous coke made in the Connellsville region the standard metallurgical practice of the operators of those days deemed it wise and inexpedient to allow coal to be shipped out of the region to be used elsewhere in its raw state. When later the evolution set in whereby the Connellsville region began to change from a coke making to a coal producing state it became evident to the merchant operators of a later generation that the restrictions imposed on an earlier period must be removed. Meaning the railroads had fixed certain arbitrary boundaries to adjacent districts somewhat after the influx of the men of the Medes and Persians and had given to those districts coal freight rates which placed them at a distinct advantage over the Connellsville region when it began to go into the market created by the newly made by-product coke industry.

In making appeal for relief from these manifestly inequitable conditions the Connellsville merchant operators through the Connellsville Coal Tariff Association pursued a wise course. No effort was made to gain an advantage over a competing district through a reduction of the Connellsville rates or an increase of the rates in other districts. An entirely different policy was pursued. The request was simply that the Connellsville region be given such rates as would allow its coal producers to enter the market on an even footing with its neighbors in so far as freight rates were concerned. An opportunity not unequal advantage was all that was sought.

The other factor contributing to the success gained was the excellent and thorough preparation of the case. The salient facts of the situation were set forth so clearly and convincingly that they became almost self evident and without the necessity for further proof. The temper and spirit in which the fight was conducted was commendable. The rights and equities of the district were given due consideration not disregarded. The end aimed at was justice and fairness to all.

A lesson of the hour which ought not to be overlooked is that the progress and ultimate result of the efforts of the merchant operators as have been given concrete expression through the Connellsville Coal Tariff Association places a new value on the benefits to be derived from unity of interest, purpose and action. It is no reflection upon the resources capability or ability of any operator to say that acting alone or upon his own initiative he would probably not have been able to achieve the results which mark the success of the joint efforts of those constituting the membership of the association.

CONTROL OF CARS.

The suggestion to form a general car owning organization as a means of securing a better distribution and movement of coal has considerable merit but is not without some rather formidable objections. The railroads may not be disposed at these days of doing so. and Federal regulation to consent to an arrangement thus will subject them to the dictates of another result in body especially as its function would virtually deny the right of control of their own rolling stock. It might be possible however to work out a detailed plan which would be satis-

factory to the railroads but they will probably contend that their freight traffic associations already make adequate provisions for the control of car movement. This is true so far as the text of the rules go but few traffic men will deny that these rules are so much better observed in the breach than in the observance that they have become almost obsolete. At any rate they have received the purpose of securing a prompt return to the owning company of its cars.

Another possible objection on part of the railroads would be the expense involved. The conduct of a general car control agency would call for the employment of a large force of men in carrying a large expenditure which the railroads would be forced to meet. This would add to the already rapidly mounting costs of the transportation service and possibly out of proportion to the benefit derived.

The Interstate Commerce Commission might itself interpose objections to the plan as tending to usurp some of its functions but the present term of its body would indicate that it would lend official sanction to any arrangement permissible under the law that will insure a relief to both the public and the railroads from the periodical congestions growing out of an unregulated movement of cars. The public will no doubt at once welcome any reasonable or proper measure that will result in a permanent improvement of the transportation service.

IRVING GLYNDORNSHAW.

Many excuses except the right one have been offered by officials of the War Department why this has become increasingly difficult to secure new enlistments in the United States National Guards and the Regular Army.

The military activity of the country calling for the employment of a great army of men at war time wages is the safest refuge for the apologist's defense when pressed to give reasons for the dearth of enlistees. This claim is but half truth. The other half lies in the fact that it has become generally known that the members of the United States National Guards who have served or are serving a tour of duty on the Mexican border were ticked by the government to sign enlistment paper to do so for a six year term in the regular service.

With the members of the National Guard of the several states partially removed from the mobilization they assembled at the mobilization centers which were scattered throughout the country to recruit men for the Regular Army.

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THE OTTAGE HOSPITAL.

The fact that the board of trustees of the Cottage State Hospital has taken decisive action relative to making of certain recommendations made some months ago by Dr. John M. Birds, chief of the protection bureau indicates that the body now feels itself so fully authorized in its expenditures on the balance of the hospital's equipment for objects and purposes for which no specific appropriations had been made. To be on the safe side action on these improvements was determined upon by the board and proper care was taken to make the expenditure.

The recommendations made by Dr. Birds related principally to the installation of a more complete system of case records in the regulations governing the admission of patients for low cost or free treatment. These recommendations followed general inspection of the hospital by the State Board of Health during the course of which Dr. Birds found many conditions where the subject of very severe censure. Failure to comply with his recommendations was held to be the cause of the inaction of the legislature in the matter of rate of pay. This claim is but half truth. The other half lies in the fact that it has become generally known that the members of the National Guard who have served or are serving a tour of duty on the Mexican border were ticked by the government to sign enlistment paper to do so for a six year term in the regular service.

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FIVE LIVES ARE SACRIFICED TO THE SPEED MANIA IN FIRST WEEK OF THE NEW RACING BOWL

**Two Killed and Many Hurt
During the Inaugural
Meeting.**

FOLLOWS AN EARLIER TRAGEDY

**Public Sentiment is Troubled against
Reckless Sacrifice of Human Life in
Name of Sport; Promoters Say
Tragedies Will Not Binder Program.**

At least five lives were sacrificed to the speed mania at Uniontown's new Speedway during the first week of its operation and the toll may grow. Following the tragedy earlier in the week in which two Pittsburgh youths were killed trying out their car at the inaugural meeting on Saturday was marred by an accident which cost the lives of Hughie Hughes, one of the best known drivers in the country, Gaston Weigle, a mechanician and probably fatally hurt Frank Galvin, another driver besides injuring a number of spectators. Galvin died at noon today.

The succession of fatalities has aroused sentiment against holding such exhibitions in the name of sport. That this sentiment is not confined to the spectators is indicated by the fact that J. C. Hoskins, millionaire patron of the racing game has definitely announced that he will sell his machine and retire. He entered the game a few years ago for the sport of it but the kind of sport he saw at Uniontown's sport which lost the life of his driver has disgusted him.

It is predicted that a serious effort will be made to have the Pennsylvania Legislature enact a measure prohibiting such exhibitions within the state and that the long arm of the law may check recklessness of life for financial gain even though the promoters of such enterprise plan its continuance.

There was some speculation in Uniontown today as to the possibility of damage suits against the speedway association. The opinion prevails that none will be brought. Virtually all of the spectators who were hurt had entered on passes, and were obliged to sign a release for damages. Whether such releases would hold is a delicate question of law. As the result of comparatively recent race tragedies, California suits have been brought against the county in which the event was held, it having been staged on a public highway.

Spectators from Connellsville who saw the tragedy were agreed that the excitement followed. So interested were the majority of the people in the stands and infield, that few realized just what had happened. There was something of a flurry in the immediate vicinity of the scene but there was no undue expression of either excitement or emotion.

TWO KILLED, MANY HURT, IN ACCIDENT

Hughie Hughes, internationally famous racing driver and Gaston Weigle, a mechanician were killed. Frank Galvin, another driver was fatally injured and 14 persons were hurt at the new Uniontown speedway Saturday afternoon about 3:30 o'clock when Galvin's Premier car, traching about 100 miles an hour, swerved from the race course and crashed into the press stand 20 feet away.

Hughie Hughes, a mechanician, was killed when he was hit by a car driven by Frank Galvin, another driver who was fatally injured and 14 persons were hurt at the new Uniontown speedway Saturday afternoon about 3:30 o'clock when Galvin's Premier car, traching about 100 miles an hour, swerved from the race course and crashed into the press stand 20 feet away.

THE DEAD

HUGHIE HUGHES aged 21 London England.

GASTON WEIGLE aged 28 of Indianapolis mechanician for Frank Galvin killed when he was hit by a car driven by Frank Galvin, another driver who was fatally injured and 14 persons were hurt at the new Uniontown speedway Saturday afternoon about 3:30 o'clock when Galvin's Premier car, traching about 100 miles an hour, swerved from the race course and crashed into the press stand 20 feet away.

FRANK GALVIN of Indianapolis, fractured skull, a cushion of the brain died in Uniontown hospital.

THE INJURED

CONSTABLE MONT, McCOY, 21, Uniontown, right leg injured not serious taken home.

RICHARD ADAMS, 11, 1120 North Highland Avenue Pittsburgh compound fracture of the right leg.

ELMER FULTON, aged 21, Pittsburgh street, Uniontown fractured nose.

LAW CONGER, Akron, O. fractured right leg.

J. W. COUGHLIN, 2310 Fifth Avenue Pittsburgh right arm broken.

DANIEL W. ROSS, 24, South Edgerley Avenue, Bellevue nose fractured hands cut.

RICHARD ADAMS, 11, Fifth Avenue, New York, broken about the temple, head and both ends cut about the head.

F. KELLY, Greensburg head and shoulders bruised.

G. H. RUE, Port Marion hand bruised.

JAMES W. WALL, Pittsburgh right hand hurt.

EDWARD F. KORELLI, New York, fractured about the body.

DONALD BEASLER, Uniontown, leg injured.

W. L. VLIERS, Philadelphia lacerations of body.

Galvin was buried clear of the machine. His mechanician, Gaston Weigle was crushed beneath it as it overturned. The press box was demolished and a dozen newspaper men had miraculously escaped. Several of them were hurt, but none seriously.

Hughes had led in the race until the 62nd lap when he was forced to stop at the pits for a new wheel. When he returned to the track he attempted to pass the Pugh Special at the west turn. The Pugh skidded just as he came up with it and swerved directly in the path of Hughes' car. To avoid a collision Hughes drove into the guard rail and his machine burst, escaped unhurt but they had circumvented themselves from the race. Hughes crossed the field to the starting point.

WEATHER BUREAU IS OF VALUE TO FARM AND RANGE

**How City Dwellers Realize
the Importance of
This Work.**

MEANS BIG MONEY SAVING

**Special Stations Are Maintained in
the Big Crop and Stock Belts in
Order that Warnings of Unfavorable
Weather Conditions May Be Quickly
Known.**

WASHINGTON Dec. 1.—Few city
people reading the weather forecast
in their morning papers realize the im-
portance of early snow
frost or high winds may have for the
farmer fruit grower or stock raiser
in the country. The message which
causes the city man merely to debate
whether he shall carry an umbrella or
take his overcoat when telephoned to
country points may be telephoned im-
mediately from farmer to farmer as news
of the greatest agricultural importance.
Such a message over the phone
may cause the entire countryside to
become a scene of intense activity.
There is a rush to hay or grain fields
to get in the crop or in the spring
work like beavers covering young seed-
lings in the truck gardens with paper
or other protection from frost, or pre-
paring to build fires or light smudges
around orchards. On ranches every-
one who works is dispatched to herd
sheep or stock to protect them from
storms. To sum the message which
is being sent to the farmer by telephone
is that he may have foretold only
slight personal discomfort, certain loss
of property which may mean
heavy monetary losses to the unpre-
pared farmer or rancher.

In the other hand a forecast pre-
dicting good hot weather for three
or four days may send men to the
fields of reapers into the fields to ask
an average of favorable weather and
if in range change the landscape
from one of waving grain or grass into
a scene of haystacks or when to
plant. The United States Weather Bureau
has perfect speech systems and in-
stallations for carrying and disseminating
such information to the trade and
the public in different parts of the
country. In connection with the
weather reports received from the
various stations and from other observa-
tions, the bureau has established
a large number of special stations
observing crop weather conditons or
the corn when certain sugar beets
and cattle raising districts. The
set of these stations furnish the
growers of each of these crops
throughout the summer with informa-
tion that will enable them to judge
the crop to be advanced, ripe, etc.
and when to harvest, etc., in order
to obtain maximum value. For example,
in the principal cotton areas in which
cotton is raised, the cotton is raised
in different centers and in
special stations from which messages
are received daily and reports dis-
seminated. Day by day, the crop
is observed and a full descrip-
tion is published at 15 different
points and distributed to appropriate
1,000 different people. Similar ser-
vices dealing with cotton weather con-
ditions cover the principal cotton
states. It consists of data gathered in
17 centers throughout the special
stations. This service was extended during
the spring of 1916 to the new cotton grow-
ing districts in western Texas and other
unexplored fields. The sugar beets
and cotton areas serve as precedents
for the extension of the service to
other districts.

The winners of the Universal
trials follow:

- First—Louis Chevrolet, Indianapolis car price \$1,000 Time 1 hour 14 minutes and 12.5 seconds.
- Second—Dr. Lewis Prentiss car price \$1,000 Time 1 hour 16 minutes and 36.5 seconds.
- Third—Ralph DePalma, Mercedes car price \$3,000 Time 1 hour 17 minutes and 6.5 seconds.
- Fourth—Barney Newward, Crawford car price \$110 Time 1 hour and 20 minutes flat.

The results in the dealers race were:

- First—J. Leatherman, Peerless car price \$300 Time 9 minutes and 44 seconds.
- Second—T. McCarthy, prize \$100.
- Third—H. L. Robinson, prize \$200.

Hughie Hughes and a group of other men what had happened when the Premier car overturned. His last act was a twist of his wrist to warn Mr. Hoskins of the oncoming racer. Mr. Worth Colwell, publicity director, Richard Adams, millionaire racing driver, Mont McCormick, Uniontown constable and several others were in the group but they managed to evade the machine.

Hughes and Weigle were killed instantaneously their bodies being badly crushed.

Frank Galvin was taken to the Uniontown hospital in a critical condition. He died at noon.

Hughes' body was shipped to Los Angeles where his wife resides.

Weigle and Galvin resided at Indianapolis.

The tragedy did not cause more than a flutter of excitement for it happened so quickly that few except those in the immediate vicinity knew what had occurred. Far more thrilling to the great crowd at the races was the burning up of a Hawkeye car in the dealers race. Flames were seen to shoot from this machine as it sped around the saunter. Spectators saw it long before the occupants of the car were aware of the fact. The machine was finally run into the field where it burned up despite the efforts to extinguish it. The track also got fire but little damage was done.

The race was won by Louis Chevrolet driving a Frontenac car. Crossing the bowl 112 miles in 1 hour 14 minutes and 12.5 seconds capturing the \$1,000 prize and the Universal cup.

David Lewis, Galvin's teammate driving a Premier won second covering the distance in 1 hour 16 minutes and 36.5 seconds.

Although four lives have been lost at the speedway since it opened and a score or more have been injured, races will be held in the future according to the announcement of C. W. Johnstone, president of the Speedway Association. Already arrangements are being made for a meet next year in the meantime the track and grand stands will be completed.

J. C. Hoskins, owner of the Hawkeye Special which was driven by Hughie Hughes until forced off Saturday, stated after the tragedy that he was through with the racing game.

Mr. Hoskins, for only a few months having taken the place of Eddie O'Donnell who was injured at the opening of the Kansas City Speedway.

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MINING COMPANIES HAVE RIGHT TO LIMIT ORDERS FOR LIQUOR

Through an Agreement With
Their Employees for
That Purpose.

IMPORTANT COURT DECISION

In a Case in Washington County Where
Brewing Company President and
Employees Disregarded an Agreement
Must be Dismissed or Lose License.

In an opinion just handed down by Judge J. A. McVane of the Washington county court, a new interpretation is given to the liquor license law which it was needed establishes the right of an industrial corporation to regulate through an agreement with its employees the quantity of liquor to be sold or shipped to them.

The decision follows a hearing of the charge that the same Brewing Company had sold its product to the employees of Ellsworth Collier & Company at Ellsworth and Cokeburg through its agents, soliciting trade from employees who had entered into a distinct agreement with their employer that they would not place any order for liquor which had not been approved at the office of the company.

It was established that the brewing company's agent contrary to the orders of its stockholders did take orders for beer in Ellsworth and Cokeburg from employees of the Ellsworth Collieries Company and delivered it to them in such quantities as encouraged excessive drinking and in violation of their agreement with their employer. In his decision Judge McVane gave the following conclusions:

That an industrial company such as the Ellsworth Collieries company which employs a large number of workmen can make it a condition of their employment that they do not drink intoxicating liquors while at its employ or that they do not indiscriminately drink liquor so as to affect their efficiency or so as to increase the risk of accidents that might injure the property of the company or its workmen.

A licensed brewing company that will wilfully and knowingly disregard such a contract between employer and employee and sell beer to the employees under such circumstances, that it ought to know the result will be excessive drinking and an interference with the brewer's business is violating the law that must conduct his business in such a way as not to unreasonably injure that of another.

That one who will knowingly sell intoxicating liquor to an employee who is under contract with an employer not to drink to excess, and sells under such circumstances that the natural and probable result will be a violation of the contract by the employee to the injury of the employer is not a fit person to have a license or manage a licensed business.

That a brewing company cannot lawfully use its drivers or other employees as solicitors or agents to visit the homes of prospective purchasers to solicit orders for beer with the understanding that the beer will be delivered at the place where the orders are given, and for a brewing company to have agents or solicitors located away from the place licensed or traveling from place to place taking orders for beer is prima facie evidence that the company is conducting its business contrary to law and the rules of this Court.

We have no doubt the court commented further of the right of the Ellsworth Collieries company to make the contract they did with their employees. Indeed, they could have gone farther and made it a condition of employment that the employees should wholly abstain from the use of intoxicating liquors while in their employ. Many railroad companies have such contracts. The business of coal mining is a hazardous one, and the company is to be commended in its effort not only to protect its own property but to promote the safety of its employees.

Wherever such contracts are made we have no hesitancy in saying that they ought to be especially licensed dealers in intoxicating liquors and a persistent refusal to do so on the part of a licensee is evidence that he is not a fit person to have a license.

No licensed dealer ought to sell liquor to employees whom he has reason to believe will let that liquor as will injure the employer's business and imperil their own safety. Men are licensed to accommodate those of the public who use liquor temperately."

The order of the court in the case was that the license of the brewing company will be revoked unless it discontinues the practices complained of and dismisses its offending president and agents.

INDICTED FOR FILLING RIVER.

Hu-stand-Seman, took to charged
With Violating Harbor Regulations.

In the United States District Court at Pittsburg last week the grand jury made a presentment to Judge Charles P. Orr, charging that the Hu-stand-Seman Coal & Coke Company West Mifflin unlawfully deposited and caused to be deposited refuse on the banks of the Monongahela river which was prohibited by lawful authority.

Judge Orr ordered the United States attorney to draw up an indictment to be presented to the grand jury.

To Make Its Own Cars.

A plant to build its own cars is to be built by the Homer City Coal Company at its mining operation near Homer City, Indiana county. The plant will be built of concrete and equipped with the most up-to-date machinery.

WATCHING COAL MARKET CLOSELY

Public Service Corporations Especially
Much Concerned About Prices for
Year Beginning April 1st.

Public service corporations are closely watching the market for bituminous coal. Within the next 90 days they will be entering into contracts for fuel for shipment the year beginning April 1 next unless they decide to buy spot coal for an indefinite period says The Cleveland Daily Iron Trade. Electric railroad companies, street railroads, light plants and other concerns whose income or earnings are controlled by municipal or federal authorities will confront a serious situation when they cover coal requirements.

As year bituminous coal for extended delivery was obtained at \$1.35 to \$1.37 a ton for run of mine. During the last few weeks fuel has been selling at \$1.30 to \$1.37 a ton. Today is commanding \$1.35 a ton and above at the mine. Mine operators likely will ask all the way from \$1.30 to \$1.50 a ton for delivery after April 1 next. Managers of public service corporations declare they will be able to pay anything like suggested prices for the 1917 fuel requirements. It is likely that a deadlock will result and a compromise price is being talked about in some quarters.

The coal market has not changed much in position this week. The railroad car and motive power situation shows no improvement. Railroad traffic managers admit that they have not locomotives to move cars as quickly as desired notwithstanding the fact that all locomotives including many just about ready for the scrap heap, have been brought into service.

TAX MONEY

IS RAISED COAL LAND MARKET

By J. V. Thompson's Associates to Prevent Forced Sales of Coal Holdings.
Deals Said to Be In Prospect.

Associates of J. V. Thompson in large coal holdings in West Virginia and Greene counties have advanced sufficient funds to meet tax indebtedness on their joint properties now threatened by sheriff, said. Similar action is being taken where Thompson owns an interest in coal acreages incorporated and conducted by a stock company.

Acreages in Monongalia, Wetzel, Marshall and Doddridge counties, W. Va., and a Greene county, Pennsylvania, will be preserved by the concerted move of five to county coal men. Many of the tracts in question had been advertised and scheduled for sale on various dates during the early weeks of December.

Activities of the J. V. Thompson creditors committee will be renewed shortly it is said, with the arrival of George R. Shrigleyham in Indianapolis. A number of extensions of payment have been signed, it is said, dependent upon payment of interest and discharge on mortgages and taxes on properties owned by Thompson. The agreement calls for the payment of all such claims by December 15 next.

Major coal sales in West Virginia and Greene county are hanging on outcome of the Thompson fortunes. It is said that the knowledge that none of the Thompson coal is to be thrown on the market on strict terms will be declared precipitate the greatest coal boom this part of the country has ever experienced.

NEW WILPUTTE OVENS

Otto Coking Company Building Batteries in Japan and Alabama.

Shipment of the material for the new battery of 50 Wilputte By Product Coke Ovens to be erected by Mitsubishi Gashi Kankisha at Kengnho, Japan is rapidly being completed by the contractors, Otto Coking Company, Inc., New York.

The new ovens will furnish the coke for the blast furnace plant now being erected at Kengnho for the Mitsubishi Company.

The same company has received a contract for the erection of 60 Wilputte By Product Coke Ovens at the plant of the Woodward Iron Company, Woodward, Alabama.

The new ovens will have a capacity of 12 net tons of coal and will operate on an 18 hour coking time. Work is being rushed on the construction and the new battery is scheduled to start operation about July 1917.

DECREASE IN OUTPUT

England's Coal Production Greatly Lessened Since the War Began.

In 1913 the year before the war the total output of coal from the mines of Great Britain was 287,000,000 tons, in 1914 the year in which the war began I left to 265,000,000 tons and in 1915 there was a further fall to 253,000,000 tons. That decreased output does not correspond to any decrease in the demand for coal. The demand is increasing.

The decrease in output was due primarily to the patriotic actions of the miners who in the early days of the war recruited in enormous numbers. Up to the end of last June no less than 285,000 miners had joined the colors.

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Will Ship By Barge.

Repairs and partial reconstruction of the old river tipple of the Charles Colliery mine at the Youngstown & Ohio Coal Company are being started with a view of fitting the mine for river shipments.

Coal Freight Rates

TO EASTERN POINTS	ORIGINATING DISTRICT		
	Cuyahoga	Wimberland	Lake Erie
Baltimore Md	\$1.00	\$1.50	\$1.60
Canton La	1.00	1.10	1.10
Johnstown Pa	1.20	1.10	1.10
Lebanon Pa	1.20	1.10	1.10
New York City St	1.20	1.10	1.10
North East Pa	1.20	1.10	1.10
Philadelph Pa	1.20	1.10	1.10
Scranton Pa	1.20	1.10	1.10
Shawnee Okla	1.20	1.10	1.10
South Bethlehem Pa	1.20	1.10	1.10
Syracuse N.Y.	1.20	1.10	1.10
TO ATLANTIC PORTS via P.R. & Gulf & St. L. Lines	1.20	1.10	1.10
Greenwich Pa for Export	1.00	1.10	1.10
San Antonio, N.J. P.O.B. Vessel	1.00	1.10	1.10
Barataria N.J. P.O.B. Vessel	1.00	1.10	1.10
Greenwich N.J. P.O.B. Vessel	1.00	1.10	1.10
Canton, Baltimore Md	1.20	1.10	1.10
Canton, Md. for Export	1.20	1.10	1.10
TO ALASKA via Puget Sound & Co.	1.20	1.10	1.10
Seattle Bay Water for Export	1.20	1.10	1.10

*The rate from the Lehigh District to Atlantic ports is \$1.10 per ton.

The Cuyahoga Rate applies to shipments from points in the Ohio River basin, Lake Erie, and the Great Lakes, and to points in the Lake Michigan area.

The Lake Erie Rate applies to shipments from points in the Lake Erie basin, and to points in the Lake Michigan area.

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